



**MAYPORT SHIP MAINTENANCE
BOARD OF DIRECTORS
MSM BOD**

MEETING #1

17 MAR 06



ISSUES / TOPICS

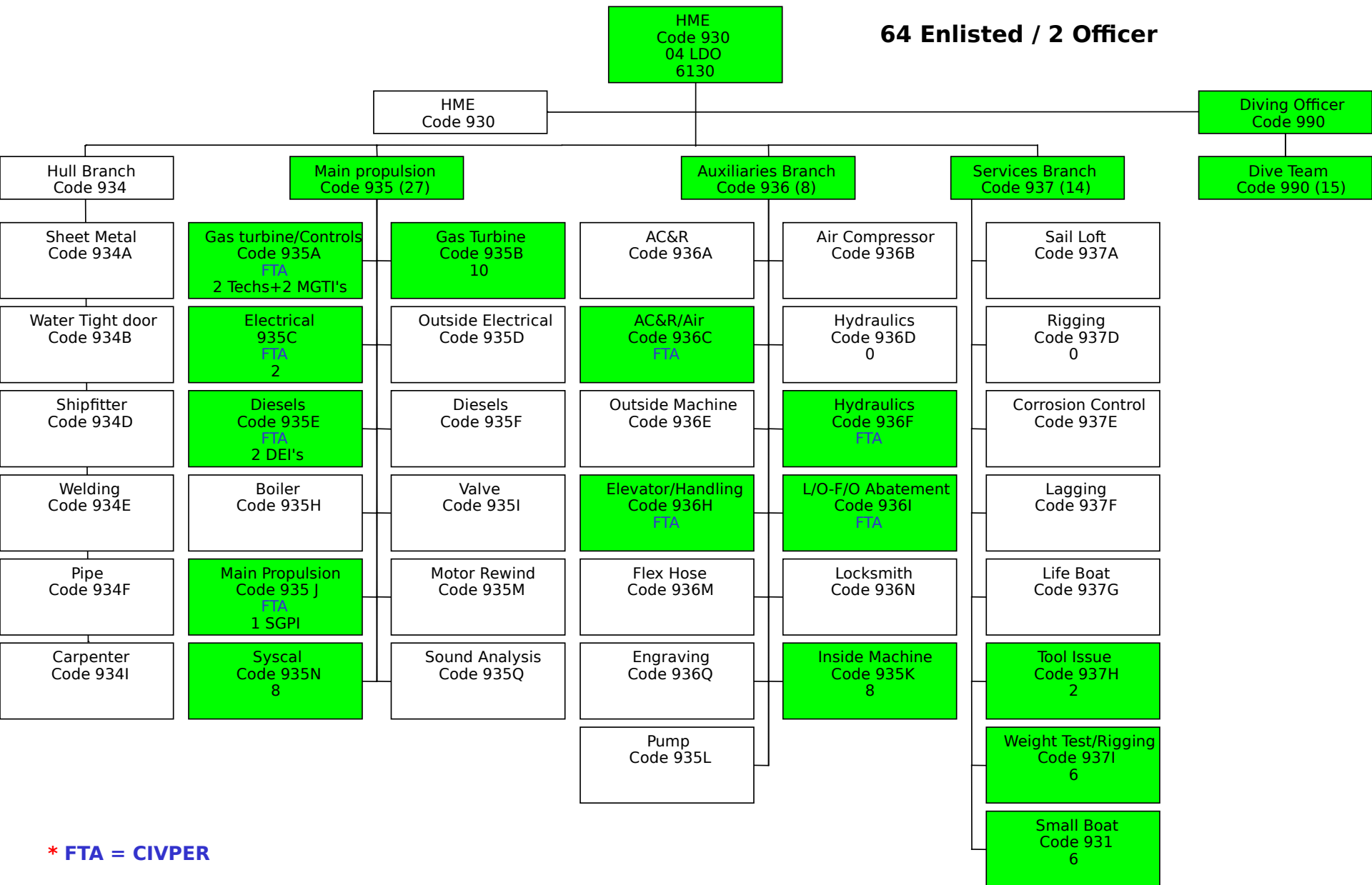
- RMC MILPERS Reduction Initiative
- Naval Station Issues
- Port Loading / Hurricane Plan
- Critical Ship Maintenance Metrics
- FFG 7 Hull Inspection Plan
- Maintenance Information Online



MILPERS Reduction

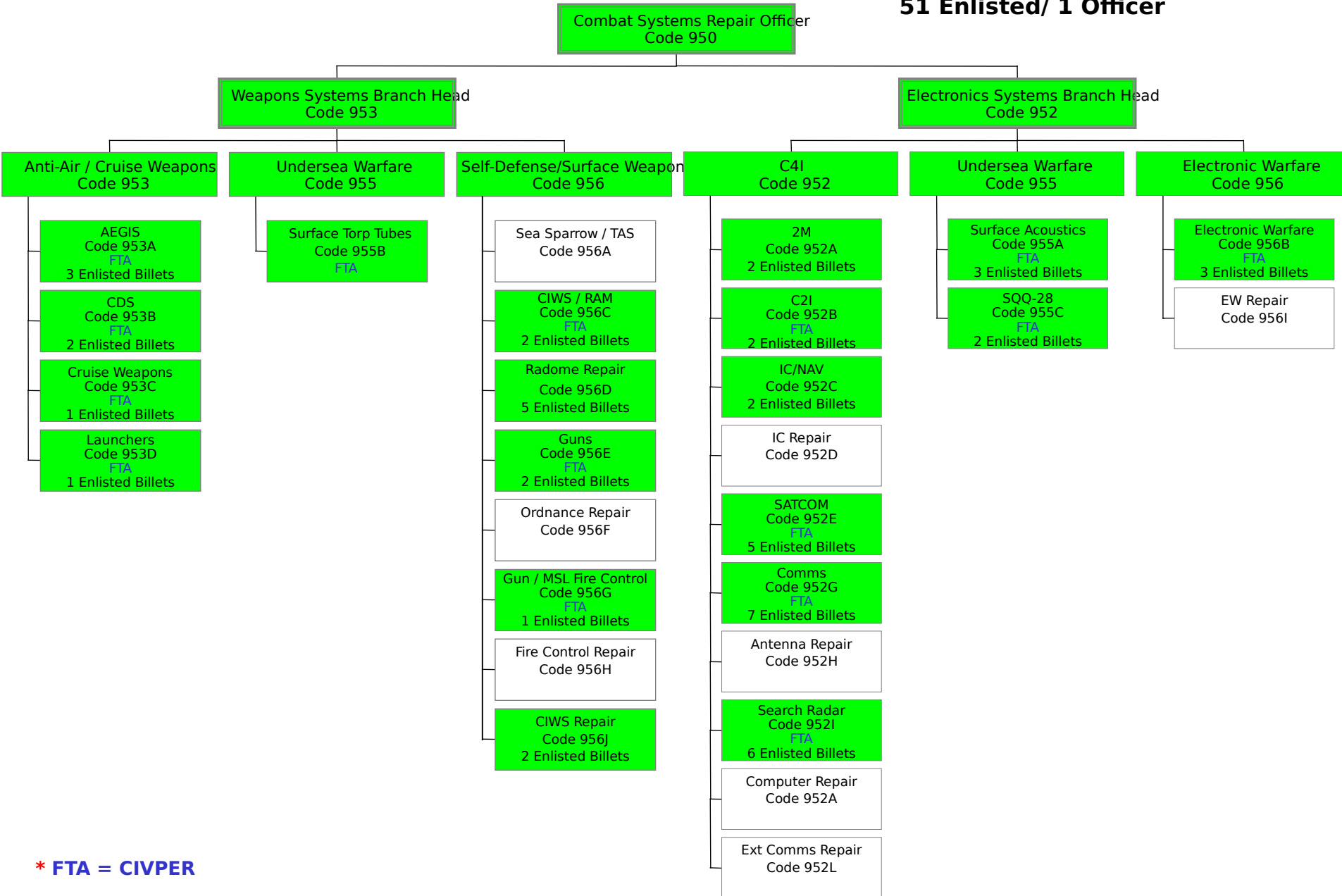
- FFC / CNSF IRCA proposal to divest 4,070 of 6,094 ship maintenance IMA billets by start of FY08.
- Convert MPN funding (\$247M) to OM&N and accomplish I-Level work in private sector for an annual savings of approximately \$50M annually.
- SERMC MILPERS billets would decrease from current 600 to 140.
- OPNAV N1 evaluating feasibility wrt Sea-Shore Rotation and other manpower management concerns.

Hull, Mechanical & Electrical + Diver Division Military Core G



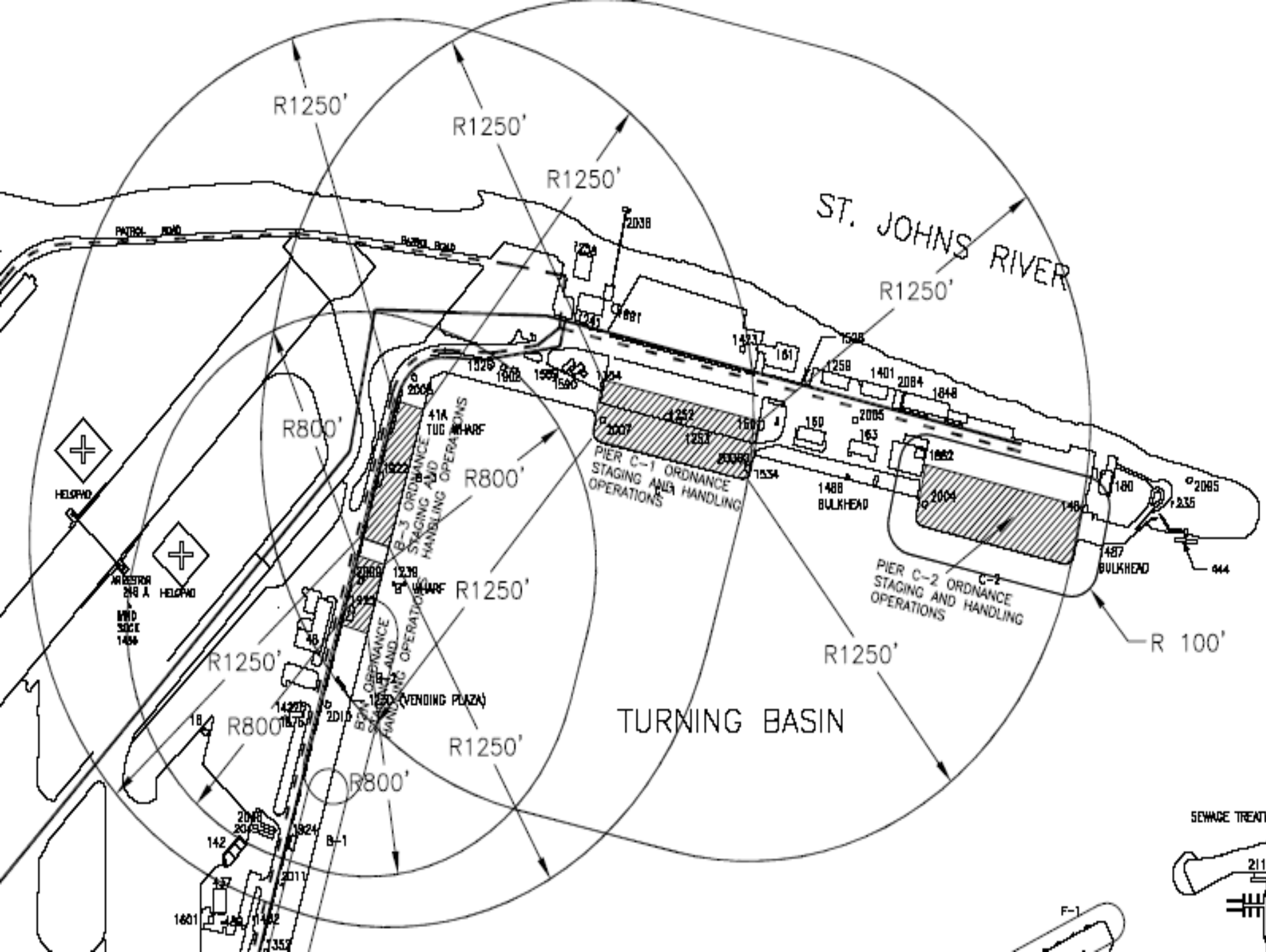
Combat Systems Division Military Core Group

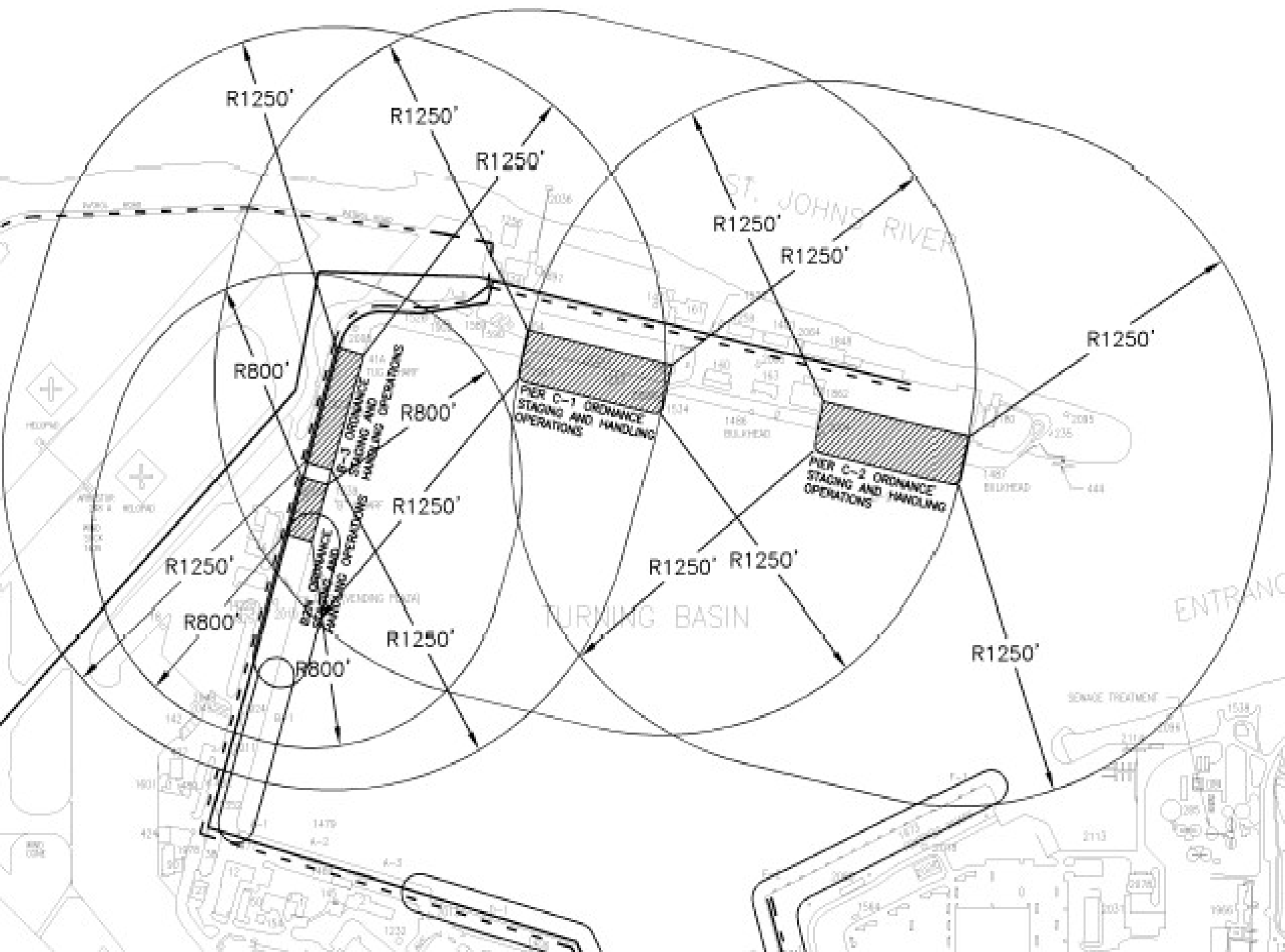
51 Enlisted/ 1 Officer



Fleet Ordnance Support

- Essential Personnel (OP 5)
 - Personnel whose duties require them to remain within an ESQD arc for one or more of the following reasons:
 - **Direct involvement in an ammunition and explosives handling operation.**
 - Normal inport shipkeeping duties by assigned personnel.
 - Provision of mission-required in-port services.
 - Provision of mission-related repairs and/or tests to in port ships.
- Essential Personnel (DoD 6055.9 (STD))
 - **AP1.1.65. Essential Personnel.** Individuals, as identified by the DoD Component, **associated with an AE operation.**





Fleet Ordnance Support

- Building evacuations required by waiver 1H-72 ordnance evolutions at (C-1/C-2)
 - 2064
 - 1848
 - 46 - Single Sailor Center (MWR & NEX)
 - (B-2N, B-3, C-1...N/A at C-2)
 - 161 - Ribault Café (NEX)
 - 163 (CAFSU/VRT)
 - 160 (CAFSU/VRT)
 - 1259/1401 (JFK Supply Warehouse)
 - 180 (JFK) (C-2 only)

Fleet Ordnance Support

- Impact on maintenance mission
 - Planned maintenance IMAV / SRA / Divers
 - Not compatible with ordnance operations when encumbered by ESQD arc
 - FRAC tanks, CHT, oily waste, other HAZMAT containers not permitted at berth
 - Discussed with OPNAV N411, NOSSA, FFC N411
 - 1H-72 waiver (MAR 2006) re-instates handling of 1.1 / 1.2 ordnance at C-2
 - Not permitted concurrent with an ESRA on the same berth
 - Building evacuations required
 - HERO / INSURV
 - NAVSTAMYPTINST 8020.1F, HERO 2 / Zone 2
 - Only SATCOM permitted, UHF/VHF \leq 30 watts (not at handling berth)

Fire Lane Striping

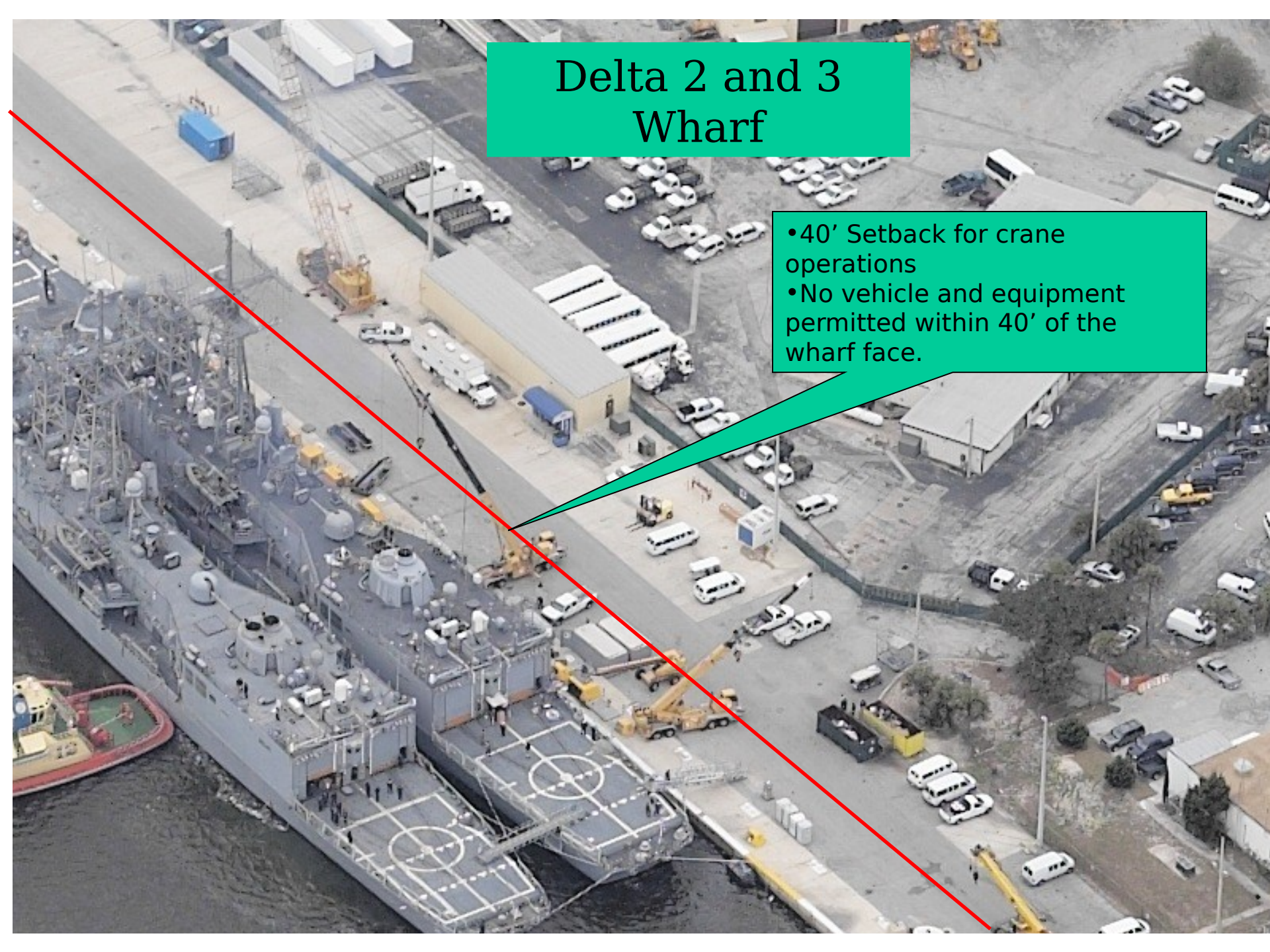
- A 20 ft fire lane will be place along all wharfs.
- The lane will be 40' from the Wharf Face.
- This lane is intended to ensure no parking in the fire lane to obstruct movement of an emergency vehicle.

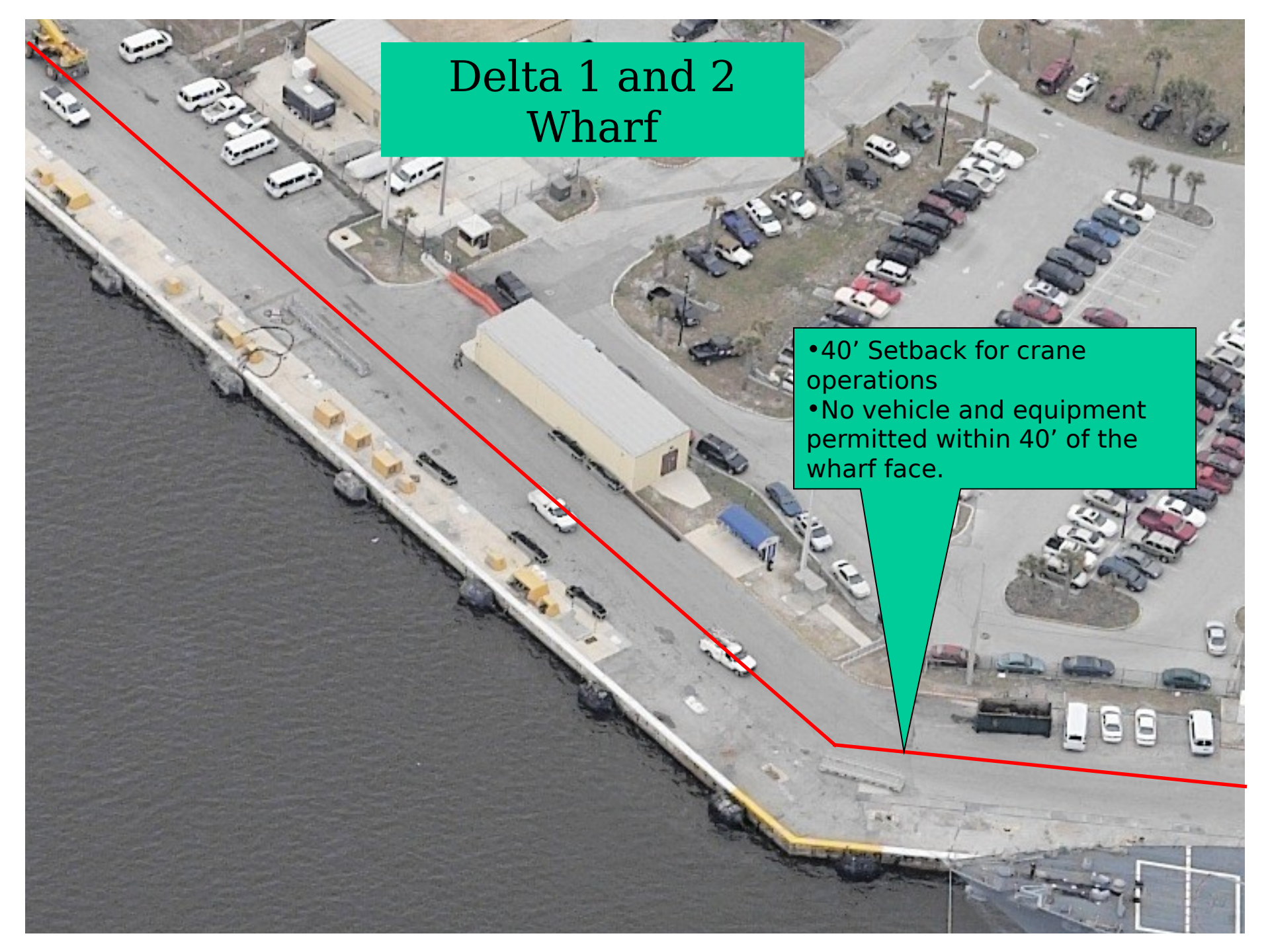
Vehicle and Equipment Restrictions for Delta and Alpha Wharfs

- Delta and Alpha Wharfs have significant deterioration to the sheet piles.
- Recommend restriction of 40 ft from the Wharf Face at Delta. This restriction will have the greatest impact on operations.
- Recommended restriction of 20 ft from Wharf Face at Alfa. The restriction will have minimal impact on operations.
- Restriction is for crane operations, equipment and vehicles.
- ***No distance restriction on crane operations, equipment and vehicles on Bravo, Charlie, Echo and Foxtrot Wharfs.***

Delta 2 and 3 Wharf

- 40' Setback for crane operations
- No vehicle and equipment permitted within 40' of the wharf face.



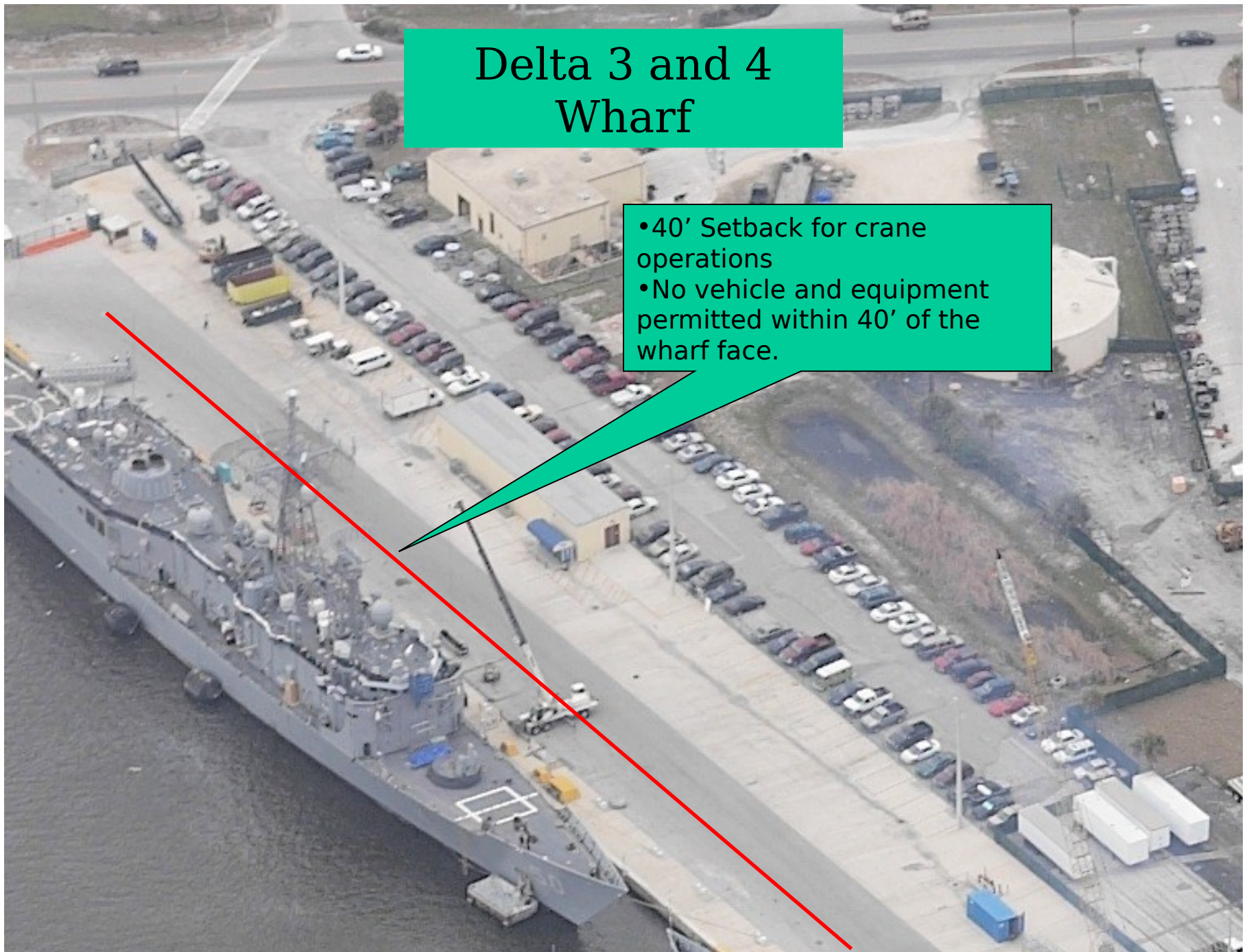


Delta 1 and 2 Wharf

- 40' Setback for crane operations
- No vehicle and equipment permitted within 40' of the wharf face.

Delta 3 and 4 Wharf

- 40' Setback for crane operations
- No vehicle and equipment permitted within 40' of the wharf face.



Alfa 1 and 2 Wharfs

- 20' Setback for crane operations
- No vehicle and equipment permitted within 20' of the wharf face.



Crane Restrictions

- **120 Ton Crane**

- 70' radius we can lift approx 26,849 lbs (inboard) Ship tied to pier side
- 80' radius we can lift approx 21,449 lbs (center) Ship tied to pier side
- 90' radius we can lift approx 17,049 lbs (outboard) Ship tied to pier side
- 100' radius we can lift approx 13,449 lbs (inboard) Ship tied abreast
- 120' radius we can lift approx 8,849 lbs (inboard) Ship tied abreast
- 130' radius we can lift approx 7,049 lbs (center) Ship tied abreast
- 140' radius we can lift approx 4,449 lbs (outboard) Ship tied abreast

- **150 Ton Crane**

- 70' radius we can lift approx 13,996 lbs (inboard) Ship tied to pier side
- 80' radius we can lift approx 12,296 lbs (center) Ship tied to pier side
- 90' radius we can lift approx 10,596 lbs (outboard) Ship tied to pier side
- 100' radius we can lift approx 8,896 lbs (inboard) Ship tied abreast
- 110' radius we can lift approx 7,096 lbs (center) Ship tied abreast
- 120' radius we can lift approx 5,896 lbs (center/outboard) Ship tied abreast
- 140' radius we can lift approx 4,596 lbs (outboard) Ship tied abreast

Crane Restrictions

- **70 Ton Crane**

- 70' radius we can lift approx 6,651 lbs (inboard) Ship tied to pier side
- 80' radius we can lift approx 5,451 lbs (center) Ship tied to pier side
- 90' radius we can lift approx 4,351 lbs (outboard) Ship tied to pier side
- 100' radius we can lift approx 3,451lbs (inboard) Ship tied to pier side

- **75 Ton Crane**

- 70' radius we can lift approx 7,162 lbs (inboard) Ship tied to pier side
- 80' radius we can lift approx 5,142 lbs (center) Ship tied to pier side
- 90' radius we can lift approx 3,522 lbs (outboard) Ship tied to pier side
- 100' radius we can lift approx 2,372 lbs (outboard) Ship tied to pier side

- **80 Ton Crane**

- 70' radius we can lift approx 7,610 lbs (inboard) Ship tied to pier side
- 80' radius we can lift approx 5,940 lbs (center) Ship tied to pier side
- 90' radius we can lift approx 4,130 lbs (center/outboard) Ship tied to pier side
- 100' radius we can lift approx 2,110 lbs (inboard) Ship tied abreast